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TYPE OF A/C																	TYPE OF ENGINE																	CATEGORY																																	
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CAUSES OF ACCIDENTS																																																																			
UNIT <b>34 S.F.T.S.</b>										COM. # <b>4</b>					PLACE <b>2 miles S.W. of M.A.</b>										DATE <b>17-11-42</b>					TIME <b>0115</b>																																					
Medicine Hat																									H.Q. FILE <b>1100-27-42</b>																																										
A/C TYPE <b>Harvard II</b>										No. <b>2742</b>					CRASH CAT. <b>C14</b>					SE <b>*</b>					ME <b>*</b>				DAY NIGHT																																						
NAME										RANK					No.					DUTY					INJURIES					SERIOUS																																					
<b>Pelmore, H.N.</b>										<b>LAC</b>					<b>1320310</b>					<b>PP</b>					<b>Nil</b>					FATAL INJURY																																					
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																									✓																																										
TYPE A/F & ENGINE					No.					EXTENT OF DAMAGE					REPORT FORM					SERIAL No.					DATE					HOURS FLOWN BY PILOTS																																					
<b>Harvard II 2742</b>					<b>2742</b>					<b>Slight</b>																				INST.		NIGHT		ON TYPE				TOTAL				LAST 6 MOS																									
<b>Wasp 8012/4095</b>					<b>Slight</b>																								DUAL SOLO				DUAL SOLO																																		
SIGNAL No. & DATE										UNIT No. & DATE										COM. No. & DATE										REPORT					FILE					DATE																											
<b>A 625</b>					<b>18-11</b>																																																														
NATURE OF ACCIDENT																																																																			

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DUTY ON WHICH ENGAGED:

**Solo night flying.**

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

**Engine cut when taking off.  
Pupil force landed with the U/C  
retracted.**

DATE:

D-14

COMPOSITION:

RECOMMENDATIONS:

**It is recommended that all carburettors be modified  
to take a thermo couple above the throttle butterfly  
so that the carburettor temperature can be maintained  
above freezing.**

PRIMARY CAUSE:

~~Engine failed caused through  
pilot taking off with full  
carburettor heat.~~

*15 FORCED LANDING*

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

**Nil.**

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Landed with U/C retracted.~~

*26. ENGINE TROUBLE*

*ACCIDENT*

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_